

IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Claim 1-26 (canceled)

27. (new) A jack bracket for a motor vehicle, said jack bracket adapted to being fixed to a sill of the motor vehicle via flanges, said jack bracket having an opening adapted for receiving a jack, wherein said bracket (12) is formed from
a hollow profiled section (6) having first and second ends and being in the form of a piece of tube, and
a cover (13) secured to and covering that end (10) of the hollow profiled section (6) which is remote from the sill and having the opening (16) for receiving the jack,
wherein the hollow profiled section (6) is a hydroformed part.
28. (new) The jack bracket as claimed in claim 27, wherein the flanges are formed from wall parts (9) of the hollow profiled section (6).
29. (new) The jack bracket as claimed in claim 27, wherein the cover (13) has a sleeve-like extension, by means of which the cover (13) is fitted onto the hollow profiled section (6).

30. (new) The jack bracket as claimed in claim 27, wherein the cover (13) has a base region (17) which is substantially planar in form.
31. (new) The jack bracket as claimed in claim 27, wherein the cover (13), in the installed position of the jack bracket (12) on the motor vehicle (30), is oriented parallel to the roadway over the entire base region (17).
32. (new) The jack bracket as claimed in claim 30, wherein the cover (13) has beads (18) in the base region (17).
33. (new) The jack bracket as claimed in claim 27, wherein the cover (13) has positioning holes (19) for a mounting device in the base region (17).
34. (new) The jack bracket as claimed in claim 33, wherein the positioning holes (19) are of different sizes.
35. (new) The jack bracket as claimed in claim 27, wherein the central opening (16) in the cover (13) is delimited by a collar (20) set toward the hollow profiled section (6).
36. (new) The jack bracket as claimed in claim 27, wherein the receiving element is formed by a stopper (21), which preferably consists of plastic.

37. (new) The jack bracket as claimed in claim 36, wherein the stopper (21), on its side (22) facing the cover, has at least one clip element (23) which interacts in a connecting manner with the central opening (16) in the cover (13).
38. (new) The jack bracket as claimed in claim 36, wherein the circumferential outer side (24) of the stopper (21), in the securing position, ends flush with the cylindrical edge (15) of the cover (13) or is set back therefrom.
39. (new) The jack bracket as claimed in claim 36, wherein that end side (25) of the stopper (21) which is remote from the cover is pre-offset downward with respect to surrounding components, which are critical in terms of damage, of the motor vehicle (30).
40. (new) The jack bracket as claimed in claim 27, wherein the contour of the wall parts (9), which form connecting flanges, of the hollow profiled section (6) and the contour of the sill (26) are designed to be of corresponding shape to one another in the attachment region of the bracket (12).
41. (new) The jack bracket as claimed in claim 27, wherein the brackets (12) on the sill (26) in front of the rear wheel and behind the front wheel of the motor vehicle (30) are identical in form.

42. (new) The jack bracket as claimed in claim 27, wherein the bracket (12) is located outside the component separation between a sill panel (27) and an underbody panel (28) of the motor vehicle (30), the bracket (12) with the receiving element projecting through an opening (44) in the underbody panel (28).
43. (new) A process for producing a jack bracket of a motor vehicle which is adapted to being fixed to a sill of the motor vehicle by flanges and has an opening for receiving a jack, comprising, in any order:
- assembling the bracket (12) from a hollow profiled section (6) and a cover (13) which covers the hollow profiled section (6) at one end,
 - forming the opening (16) in the cover (13), and
 - shaping the hollow profiled section (6) from a tubular blank (1), which is expanded by means of hydroforming, the hydroforming pressure forming at least two expanded sections (2), which are axially spaced apart from one another, from the blank (1), which sections (2) are then divided into separate hollow profiled sections (6) by a dividing process.
44. (new) The process as claimed in claim 43, wherein the blank (1), following the shaping operation, is divided between the expanded sections (2), transversely with respect to the

longitudinal axis (5) of the blank, to form individual blank sections, and then the individual blank sections are divided approximately in the middle, by a further dividing process taking place transversely with respect to the axial extent of the blank section, into in each case two hollow profiled sections (6).

45. (new) The process as claimed in claim 43, wherein the unexpanded ends (4) of the blank (1) are cut off after the shaping operation.
46. (new) The process as claimed in claim 43, wherein wall sections are notched or cut out at that end (7) of the hollow profiled section (6) which is remote from the cover, and wherein at least some (9a) of the wall parts (9), which are spaced apart from one another by the gap (8) that is formed and form residual flanges, is angled off.
47. (new) The process as claimed in claim 46, wherein the notching takes place during or following the hydroforming of the hollow profiled section (6), with the hydroforming pressure still present in the hydroforming tool.
48. (new) The process as claimed in claim 43, wherein a sheet-metal section is deep-drawn to form a cap-like cover (13), and wherein the cover (13) is preferably centrally perforated, in particular stamped.

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49. (new) The process as claimed in claim 48, wherein the cap-like cover (13) is fitted onto the hollow profiled section (6) and is then joined to the hollow profiled section (6), preferably by welding, in the region of the end face (14) of its cylindrical edge (15).